



State of North Carolina

Department of Justice

RUFUS L. EDMISTEN
ATTORNEY GENERAL

REGULATION CERTIFICATION

I do hereby certify that the attached regulation(s) (77-92 thru 77-93)
Highway Traffic Ordinances are correct
(cite)

copies as (adopted, amended) by Department of Transportation pursuant to the authority
(agency)

vested in it by G.S. 143B-350(a) of the General Statutes of North Carolina.
(section(s))

— This regulation is to be effective thirty days after filing with the Attorney General's Office.

☒ This regulation is to be effective _____ days after filing with the Attorney General's Office, on

November 14, 1977 (date). An effective date of other than thirty days after filing is necessary
because of the following circumstances: These ordinances are needed due to the
construction of Project 8.1198103.

[Signature]
(Officer)

State Highway Administration
(Title)

[Signature]
(Officer)
[Signature]
(Title)

The attached regulation(s) are received for filing on this day Nov. 15, 1977 and are in the form
specified by this office.

Rufus L. Edmisten
Attorney General

[Signature]
(by Deputy Attorney General)

Municipal Speed Zones

IT IS HEREBY ORDERED that the Division Engineer for each affected Division shall cause to be erected appropriate signs indicating the action of the Secretary, and these ordinances shall be in full force and effect from and after the erection of such signs.

Recommended for approval:

14 NOVEMBER 1977

[Signature]
Manager of Traffic Engineering Branch

November 14, 1977

[Signature]
State Highway Administrator

Approved:

November 14, 1977

[Signature]
Secretary of Transportation

Sworn to and subscribed before me this the 14 day of November, 1977.

[Signature]
Notary Public



My Commission Expires 12-16-78

SEAL

BOARD OF TRANSPORTATION
HIGHWAY TRAFFIC ORDINANCES

The Board of Transportation by resolution dated July 24, 1973, delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways; pursuant to authority of N.C.G.S. 143B-350(a).

The Secretary of Transportation hereby adopts and promulgates the following ordinance based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation.

Municipal Speed Zones

Modifications

Town of Kenly

Rescind the Following Speed Limit

<u>Speed Limit</u>	<u>Ordinance Number</u>	<u>Description</u>
45	1	Church Avenue (US 301) from the western corporate limit, approximately 0.06 mile west of Goldsboro Street (SR 2167) to the eastern corporate limit, approximately 0.35 mile east of Second Street (NC 222). (Reverts to statutory 35 mph)

RURAL SPEED ZONES

IT IS HEREBY ORDERED that the Division Engineer for each affected Division shall cause to be erected appropriate signs indicating the action of the Secretary, and these ordinances shall be in full force and effect from and after the erection of such signs.

Recommended for approval:

14 November 1977

[Signature]
Manager of Traffic Engineering Branch

November 14, 1977

[Signature]
State Highway Administrator

Approved:

[Signature]
November 14, 1977

[Signature]
Secretary of Transportation

Sworn to and subscribed before me this the 14 day of November, 1977.

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The Secretary of Transportation hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation.

RURAL SPEED ZONES

Declare the Following Speed Limits

DIVISION 4

Ord. No.	Route	Description	Length (Miles)	Limit (MPH) Cars-Trucks
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Johnston County

135	I-95	From the Seaboard Coast Line Railroad, eastward to US 301, a distance of 0.40 mile.	0.40	35 35
136	US 301	From I-95 eastward to the corporate limits of Kenly, a distance of 0.05 mile.	0.05	35 35

(To be rescinded upon completion of State Project 8.1198103 and reverted to 55 mph)

Rescind the Following Speed Limit

1000	I-95	From a point 0.45 mile west of US 301 (at the Seaboard Coast Line Railroad), eastward to the intersection with US 301.	0.45	50 50
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